THE MOB TROUBLESOME IN CHICAGO.

POLICE FORCED TO USE THEIR CLUBS ON

STRIKERS-FINED FOR NOT DOING THEIR DUTY-RINGLEADERS ARRESTED-EF-FECT OF THE STRIKE ON STREET

IBY TELEGRAPH TO THE TRIBUNG.]

Chicago, Oct. 11 .- The Mayor and other city officials seem to have awakened to the peril of the city on account of the license allowed the striking street car men, and to-day adopted new tactics in dealing with the mob. It has always been the practice of the Chicago authorities to temporize with crowds and strikers until they went so far that the police were obliged to resort to desperate means to restore order. The practice has been repeated in this instance, but the experience last night served the authorities as a warning. Early this forenoon the Mayor issued a proclamation requesting citizens not to congregate on the streets in any part of the city.

Chief of Police Hubbard and Inspector Bonfield were in consultation, and instructions were sent to all stations to adopt entirely different tactics and to employ any force necessary to prevent a repetition of yesterday's scenes in the streets An entire company of police were reprimanded and fined yesterday for not preventing blockade. The newspapers, too, are unanimous in denouncing the rioting.

A special committee appointed by the Board of Directors of the Association of Conductors and Drivers called on Captain Aldrich this morning at the Desplaines-st. station, to inform him that the riotous outbreaks in Western-ave. were discountenanced by the members of the association and that the members of the association engaging in such demonstrations will be expelled. stalwart policeman who was nursing a great cut on his head as a reminder of the trouble yesterday and who heard the protestations of the committee, said afterward;

Yes, that's all fine, but I've been on the Madison-st, beat for six years, and know all the drivers and conductors, and I saw a good lot of my old friends heaving rocks at me as we went

The riotous element on the North Side was busy during the night. On the Sedgwick-st. line the strikers, or their sympathizers, had pulled up the rails at two points along the road, at Meneminie-st. and at Wisconsin-st. Obstructions were also placed along the track. The rails had not only been pulled up, but had been carried away. Six cars started from the Sedgwick-st. barns at 6:30 a. m. They were loaded with police. The cars had to stop every few minutes in order that the tracks might be cleared and while this was being done the crowds along the streets set up their usual yells. Where the rails were torn up, the cars were dragged over the street until the track was reached again.

Cars were started out later on the other North Side lines, and they got through much better than heretofore. Public sentiment, which has been with the strikers, seemed this morning to be turning, influenced by the riotous demonstrations in Western-ave, and at Orchard and Illinois sts. No better evidence of this is needed than the fact that passengers were generally patronizing the cars that were run. Where only policemen and reporters rode in the seats and on the platform yesterday and the day before, there were seen men and women. The cars were not crowded, but each of the half dozen coming down town or moving back together, carried from four to a dozen passengers.

There was an incipient riot at Lincoln-ave. and Sedgwick-st., on the North Side, this afternoon. A mob of about 3,000 people gathered about the cars, hooting the new drivers and pelting

the cars, hooting the new drivers and pelting them with rotten eggs. The horses of one car became frightened, and ran, dragging the driver after them. They dashed into the next car, frightening the team attached to it, which, in turn, ran into another car, smashing things and adding to the general confusion. Order was finally restored by the police. One of the drivers, who had been hit with a stale eag, threw down his lines and refused to drive any more.

As the day passed, the crowds of strikers and idlers around the barns in Western-ave, increased, and about 1 o'clock there was a crowd of over 5,600 people there. About this time a bus load of new men with a guard of police drove up to the barn. Instantly cries of rage went up, and "Kill the scabs" was heard on all sides. The bolder ones, targed on by those in the rear, rushed upon the omnibus and surrounded it. A shower of stones began to fail. Captsin Addrich ordered the officers to alight and of the squad of police, with Lieutenant Shea at his side, and with drawn revolvers, the captain ordered a charge. It was made, but the strikers resisted and had to be clubbed. Every inch of the ground was centested, and Captain Addrich ingling out the leaders of the riot, ordered a bold has to capture them. The police mished through the mob and succeeded in arresting eight men, who were bundled into the patrel wagon and driven away to the station. The mob again made a rush at the bus, as soon as the prisoners had rush at the bus, as soon as the prisoners had rush at the bus, as soon as the prisoners had rush at the bus, as soon as the prisoners had rush at the bus, as soon as the prisoners had rush at the bus, as soon as the prisoners had rush at the bus, as soon as the prisoners had rush at the bus, as soon as the prisoners had rush at the bus, as soon as the prisoners had rush at the bus, as soon as the prisoners had rush at the bus, as soon as the prisoners had rush at the bus, as soon as the prisoners had rush at the bus, as soon as the prisoners had rush at the bu

loud voice of big Lieutenant Shea was again heard.

"Drive them back," he yelled, and the police again went to work. After fighting for every inch of ground, the rioters gave way and scattered in all directions, and the men were landed in the barn in safety. Many of the leaders of the mob were beaten, and not a little blood was spilled. The crowd outside the barn rapidly increased until it numbered 10,000, and it looked as though Coyne's advice to the men to permit no cars to be run would be carried out. At 4 o'clock, however, the big doors were swung back and nearly a bundred patrolmen came out and cleared the tracks before the strikers knew what they were doing. Then a patrol wagon, loaded with officers and followed by two street-cars loaded with officers and followed by two street-cars loaded with policemen and reporters, and flanked by another patrol wagon, came out of the barn, and with nothing more serious than the yells of the disappointed mob to obstruct them, went downtown. The party made the trip in good time.

"The News" says: "Some of Baron Yerkes's friends are speculating on the strike. They

made the trip in good time.

"The News" says: "Some of Baron Yerkes's friends are speculating on the strike. They are offering to purchase stocks in the hands of minority helders. One of the agents of the Philadelphia syndicate tried to buy M. C. Me-Donald's holdings of City Passenger Railway stock yesterday, but the suave Democratic mogul was not selling that kind of stock. Some rumors were to be heard that the Philadelphia syndicate was not aggrieved so much as it appeared to be by the strike. It was said that the syndicate was anxious to secure the minority stock. The guarantee of six per cent on the Wost Side stock at a value of \$600 took too much money, it was said. This strike was to be used to avoid that agreement, and the minor-West Side stock at a value of \$600 took too much money, it was said. This strike was to be used to avoid that agreement, and the minor-ity holders were to be given the option of sell-ing at a considerable reduction or of taking their ing at a considerable reduction or of taking their chances on the failure of the guarantee. The West Side purchase has proved a profitable investment, and the syndicate is thought to be desirous of securing the remainder of the stock. The North Side venture is less profitable, but the strike has the same effect on the stock. Whether the syndicate wants more of it or not does not appear from any reported offer to purchase."

chase."

George Schilling, District Master-Workman of the Knights of Labor, has received many messages from the Knights in various parts of the country, promising sympathy and support in the strike. Mr. Schilling declined to give the names of the senders. The dispatch from Philadelphia was:

"The Yerkes syndicate controls the traction road."

"The Yerkes syndicate controls the traction road here. We know every man leaving here—no union men among them. We mail you list. Will extend you moral and financial support and sincerely trust the struggle will be successful." The New-York dispatch says: "Yerkes syndicate is operated on three lines in this city. None in Brooklyn. All are organized, Do not fear New-York."

Julius Kaeselberg, a former conductor on the Sedercick at line, is a prisoner at the Chi-

Julius Kaeselberg, a former conductor on the Sedgwick-st. line, is a prisoner at the Chicago Avenue Station, and Captain Schaack, who expresses the opinion that the man is a dynamiter, is carefully investigating the case. The prisoner was arrested this afternoon near the Sedgwick-st. barns, as he was in the act of strewing along the track some black objects about the size of walnuts. The policeman who made the arrest brought to the station with the prisoner a dozen of the mysterious objects. The black things, which one officer designated as

cartridges, were carefully stowed away out of sight. From the description it seemed probable that they are railway danger signal torpedoes, which make a loud noise when discharged but do not contain sufficient explosive to do any PAVING STONES TOO HANDY

BLAZING AND EXPLODING OIL.

VESSELS AND BUILDINGS DESTROYED. LOSS OF NEARLY \$500,000 AT THE STANDARD

OIL COMPANY'S PIERS-FOUR MEN HURT. Fire broke out early yesterday morning in the iron steamer Hafis, lying at the foot of North Tenth-st., Brooklyn, alongside of one of the piers of the Standard Oil Company's storage and shipping yards. The steamer was loaded with 16,000 gallons of refined oil in tanks. The flames spread rapidly and burned flercely all day. Two immense storehouses were totally destroyed, two vessels were rendered useless; four firemen are lying in a hospital, burned in a horrible manner; and nearly half a million dollars have been lost, How the fire originated is a mystery. The tanks on board the Hafis were fully loaded and the hatches had been closed down, ready for sailing orders. The theory is advanced that a lighted match from the careless hands of a drunken sailor was the probable cause of the confingration.

Almost instantly after the bursting out of the flames in the Hafis a light wooden shed on the dock near by caught fire, and the flames communicated with two immense brick storehouses, in which many thousand barrels of oil were Loud explosions were constantly stored. heard within the burning buildings, and it was at the imminent risk of their lives that the brave firemen approached the seething mass. Joseph McCormack and Fireman H. G. Hellen and James McElroy, foreman of Engine No. 15, and Michael O'Keefe, fireman, worked a hose to within thirty feet of a blazing storehouse and had thrown a stream through a break in the wall, when a sudden explosion and upheaval of brick and iron, accompanied by a deluge of burning oil, threw the firemen to the ground. They struggled desperately to get to their feet, and, with the aid of their companions, who rushed at once to the scene, succeeded in getting away.

All four were burned in a horrible manner about the head and hands, and their sufferings were terrible. They were removed to St. Catherine's Hospital. It was supposed at first that McCor-

Hospital. It was supposed at first that McCormack, who was burned about the body, would not survive more than a few hours, but, though in a critical state, it was thought later that he might pull through. The skin of his face was completely burned off.

From the store-houses and dock the flames spread to the bark Ella Vose, londed with 4,400 harrels of naphtha, 100 cases of oil and 100 barrels of benzine. Namerous explosions and wide sheets of fire soon wrecked the entire interior of the vessel. Twelve fire engines, three trucks, under the comof benzine. Numerous explosions and wide sheets of fire soon wrecked the entire interior of the vessel. Twelve fire engines, three trucks, under the command of Chief Nevins, and six fireboats from New-York and Brooklyn worked industriously to quell the blaze, but water only added to its fierceness, and it was not until the storehouses and their contents were burned to the very ground that the fire on shore was o ercome. The firemen, however, succeeded in preventing the flames from communicating to two immense oil tanks in the yards. Four vessels, the Avoca, Marie, Deutschland and Leopoldshell, were towed into midstream and sustained little or no damage. The Hafis was taken out from the piers and streams of water thrown over her. Late last night the oil in her tanks was still burning.

The loss may be stated to be about half a million dollars, as follows: The steamer Hafis and cargo, \$255,000; the Ella Vose and cargo, \$255,000; the Checks and machinery, \$75,000; damage to the vessels that were towed out in the river, by water thrown into them, about \$5,000.

age to the vessels that were towed out in the river, by water thrown into them, about \$5,000. Superintendent Platt, of the barrel-filling department, says, however, that the company will lose nothing, as it has a system of insurance of its own. The principal loss will fall on the owners of the vessels. No statement of the amount of oil in storage could be secured from the Standard Oil Company's office, and the loss can only be conjectured.

1,000 bushels of grain, 50,000 feet of pine lumber and other contents, the property of Abram and Job Morley, at Green's Lauding, Penn., a smail hamlet on the Susequehanna River, were destroyed by fire to-day. Loss \$20,000; no insurance. The fire is supposed to have been the work of an incendiary. Reading, Penn., Oct. 11.—The large barn of Charles Williams, at White Marsh, Montgomery County, was destroyed by a supposed incendiary fire this morning, with a quantity of grain and hay, farming implements, etc. Loss \$10,000. partially insured.

e10,000, partially insured.

Mandan, Dak., Oct. 11.—In a flerce wind the whole town turned out to fight a prairie fire yesterday. News of its approach came an hour before the fire itself, and fire breaks were skilfully burned 200 feet wide. The casualties reported in the country this evening are: Three stacks lost by Murray Frazier, and 100 tons of hay, corral, where and horses by John Lock.

Rutland, Vt., Oct. 11.-At Hydeville, in the western Rutana, V., Oct. II.—At Hydeville, in the western that of Castleton, Vt., this morning, fire destroyed the Russell House, the Baptist church and a dwelling owned by John Culver. The contents of all the buildings were burned. The loss is \$22,000. The hotel was owned by the

daughter of F. A. Barrows, of Castleton,
Medford, Mass., Oct. 11.—Shortly after 2 p. m. to-day the Cliffon Manufacturing Company's shep in South-st. was destroyed by fire. Loss to the company, \$4,000. The building was owned by Henry B. Metcalf, of Pawtucket, R. I. His loss is \$3,500.

THE REBEL EMBLEMS AT RICHMOND, VA. Philadelphia, Oct. 11 (Special).-Members of the Philadelphia Brigade who visited Richmond, Va., last week as the guests of Pichett's Division will aftest the truth of every word in the dispatch printed in The Tribune last Saturday, in regard to the display of the rebel flags in the procession, and the decoration of the speakers' stand in Hellywood Cemetery with the same emblems. "The Press" of this city of October o has a long article, written by one of the Philadel-phians after the return of the brigade, which reiterates all that was said in The Tribune in the strongest lan-

DEATH OF A LABOR AGITATOR. Chicago, Ill., Oct. 11.-August Bels, who for the past five years has been one of the most active and radical labor agitators in Chicago, died last Monday at Bockenheim, near Frankfort-on-the-Main, Germany. Dels was one of the closest friends of August Spees, the Anarchist.

AN AGED MAN KILLED BY A TRAIN. Troy, N. Y., Oct. 11.—John Egglefield, seventy-five years old, was killed by a train on the Saranae Lake Rallroad yesterday. He was deaf.

SUICIDE OF A BANK CASHIER. Lanark, Ill., Oct. 11.-M. M. Wolf, the cashler of the Exchange Bank, committed suicide this morning He was found sitting in his chair with a builet-hole SUSPENSION OF A FIRM OF COTTON BEOKERS. through his pread and the revolver lying in his lap. The net is Ettributed to despondency, the result of ill-health.

THREE HUNDRED PEOPLE BURT AT QUINCY. Quincy, Ill., Oct. 11.—The casualties from the fall-ing of the amphitheatre at the fireworks display in

carried away. Many names have not yet been re-ported. About 300 were more or less injured.

THIEVES ON AN EXCURSION TRAIN. PICKPOCKETS BOLDLY ROBBING PASSENGERS IN CROWDED CARS.

Wabash, Ind., Oct. 11 (Special).—The excursion train on the Cincinnati, Wabash and Michigan Rallway which reached this city between one and two o'clock this morning, coming from the Republican meeting at Goshen, was crowded with passengers, among whom was a gang of pickpockets from Chicago, Eikhart, St. Louis and Indianapolis, numbering at least fifty. These thieves were successful at Goshen yesterday taking, it is estimated, nearly \$15,000 from the crowd. The excursion train south was the last one to leave Goshen and the thieves boarded it. There were a great number of ladies on board. The trouble begun in the first coach by a ruffian who grossly insulted a young woman. Her escort attempted to de-fend her. He was seized by the ruflians, who jammed his head through a car window and robbed him. Then raid was made on the helpless passengers, one of whom was reported to have been shot by the desperadoes. Sveral shots were fired. Women screamed and fainted, and many of them rushed from one coach to another in their efforts to keep out of reach of the robbers. Conductor Johnson and the train-master, Edgar Breckley, did everything possible to preserve order, but were unable to detect the guilty men, whenever they appeared the thieves stopped work, as whenever they appeared the thieves stopped work, and the passengers were too frightened to speak. Between Goshen and New Parls one of the ruffians met a just fate. He attempted to go through the pockets of a man from Warsaw when he was seized by the collar and kicked off the platform. The thief rolled down an embankment and disappeared. This morning two of the pichpockets were arrested. Thirty-four of the light-fingered scamps put up at the Trement Hotel here and started this morning on the excursion train for Indianapolis.

ONLY TWO DEATHS IN JACKSONVILLE. FORTY-SEVEN NEW CASES OF YELLOW FEVER-THE CRAZE FOR WEDDINGS.

Jacksonville, Oct. 11 (Special).—Following is the official bulletin for the twenty-four hours ending at

Number of new cares.

Number of deaths.

Number of cases to date (corrected).

Number of deaths to date.

304 The dead to-day are: R. N. Johnson, and Mrs. Maria Register.

The storm has partially passed away; that is, the wind is slight and it is not raining, though the sky is full of threatening clouds. The negro gangs were working on the streets again to-day in full force. There is daily being accomplished here work that will so transform the aspect of the city as to render it almost unrecognizable by the thousands of Jacksonville people who sought safety in flight.

The reports from those ill of fever are all favorable, even from yesterday's unlucky bride, who was stricken at the very altar. This mania for marriage during the prevalence of the epidemic is becoming decidedly one of the features of the fever.

A negro settlement near South Jacksonville is said to be full of yellow fever. It is isolated by quarantine regulations from other places, and receives atten-tion and supplies from the usual sources.

The Government train took but four passengers to Camp Perry yesterday: Mrs. W. H. Babcock, Dr. Ignacio Martinez, W. B. Bernard and Lewis Gittens. Some attempts having been made to sell furniture infected houses, the Executive Committee to-day forbade the further disposition of such articles.

and furniture already sold was ordered to be returned. Decatur, Ala., Oct. 11 .- Two cases, both colored, reported yesterday afternoon; one death-Lizzle Jackson (colored). No new cases to-day. JEROME COCHRAN,

Chickering Hall in aid of the yellow fever fund, under the patronage of the ladies of the Jacksonville Relief Society. A well-selected programme has been ac-ranged, including numbers by Miss Annie Russell, Mme. Helen Maigille, Miss Lily Runals, Miss Averick Parry, Will C. Macfarlane, Michael Banner, Max Alvary, and

the Mendelssohn Male Quartette. George Francis Train delivered a lecture last night George Francis Train derivered a fectore last higher before a small audience at Clarendon Hall. He was advertised to speak on yellow fever, but did not reach his subject, the few words of introduction about himself, which he said were necessary, occupying the entire evening. Mr. Train said that after all he had selected the more important subject of the two.

THE BALL LIBEL SUIT.

JUDGE LEWIS, AT BUFFALO, DENIES THE THE MOTION TO TAKE THE PRESI-

DENT'S TESIMONY. Buffalo, Oct. 11 (Special).-In the Supreme Count this morning Judge Lewis denied a motion that a commission be authorized to take the testimony of President Cleveland, in the case of the Rev. Dr. Ball Milburn, for the defendant, wanted to know if the forced to give his evidence to the effect that he is a libertine and that Dr. Ball's serious charges against

him were true.
"Suppose the President rofuses to testify. What

then?" inquired the judge.

Mr. Milburn said that the President of the Nation couldn't be marched out of the White House and into jail. Sald Judge Lewis:

"Of course the process can be issued, but I don't see how it could be enforced. I don't think the President is amenable to the court. I hardly think he is amenable to any court even for any crime he might commit. This court ought not to send a process unless it can be convinced that the counsel for the plaintiff has some ground to surmise that the President would obey the process. It will be the dury of this court not to issue this process unless this is shown. I deny the motion because I do not believe that it was court not to issue this process mines that it was made in good fath. The court cannot conceive that counsel believes that the issuing of this process would avail him anything in getting evidence." The counsel for Dr. Ball intimated that he might renew the application if, in the near future, Mr. Cleveland should retire to private life.

CHRISTIAN WORKERS AT HOLYOKE. Springfield, Mass., Oct. 11 (Special).—The twenty-third annual, and the fourth joint convention, Young Men's Christian Association of Massachusetts and Rhode Island, opened a four days' session at Holyoke this afternoon. Association work for boys was earnestly discussed. Then followed exercises of welcome this evening, with an address by the Rev. Dr. Alexander McKenzie, of Cambridge. A large number of Christian workers is in attendance. No pains have been spared to make this one of the most notable gatherings of the kind ever held in this region. gamerings of the kind ever held in this region. Friday morning's session will open with conversational Bible study, following which written reports will be received from associations. Addresses, prayer service and discussions on live topics will follow and an evening praise service will be held, lest by George C. Stebbins, at which the State Committee's report will be read.

A BROOKLYN FORGER CAUGHT IN PHILADELPHIA Philadelphia, Oct. 11 (Special).—Charles W. Hagen-dorff, of Brooklyn, was held in \$1,200 ball to-day for attempting to pass forged checks on John Wana-maker. He had a number of checks on New-York banks on his person which he admitted to be forgeries.

Manuel Mejla, a merchant from South America, fell a ready victim to the old "confidence game" some days age. repaired. The first confidence man recommended his friend as a watchmaker, and "a good one," so the Spaniard handed over the watches. These W. H. Herbold, the second man, of No. 11 Beachest, Supleton, S. I., promised to return within four or five days. Megia, hearing nothcalled for five of the Spaniard's watches, the remaining one being in the man's pocket. He was held by Justice Duffy at the Jefferson Market Court in \$1,000 ball.

The suspension was posted in the Cotton Exchange yesterday of H. M. & W. Le Count, a firm of more than this city last night are more numerous than at first reported, but so far none have proved fatal. Reports are still being received of injuries. In the excitement following the crash, many of those hurt were about 675,000.

MUD RUN'S AWFUL BUTCHERY.

THE LONG LIST OF THE DEAD AND INJURED CREEPING UP.

THREE SCORE OF THE DEAD IDENTIFIED-THE NUMBER LIKELY TO BE FURTHER IN-CREASED-THE LIST OF THE INJURED AT MUD RUN-UPON WHOM DOES THE RESPONSIBILITY REST! THY TELEGRAPH TO THE TRIBUNE 1

Wilkesbarre, Penn., Oct. 11.-The accident on he Lehigh Valley Railroad last night will go on record as the most frightful one in the history of the State, and one of the most disastrous in the records of the country. Up to 8 o'clock this evening fifty-seven dead bodies had been identified, and by morning this list will be increased to sixty-one, and eventually it must -swell to sixty-eight or seventy, as several cases more in the Wilkesbarre Hospital are beyond recovery.

All day long to-day the Lehigh Valley station was crowded with friends of the missing passengers, and their anxiety knew no bounds. Many of the passengers of the fated train remained over at Hazletop during the night, and did not reach home until this morning. The fact that they did not arrive home last evening led their friends to the conclusion that they must be killed. The suspense was relieved somewhat by the missing ones, who sent telegrams to inform their friends that they were safe. These messages were received with the greatest joy by their recipients. Those who failed to receive any word were correspondingly depressed.

LIST OF THE DEAD AND INJURED. As far as can be ascertained, the list of killed and wounded is as follows:

NAMES OF THE DEAD. ATRINSON, MAMIE, Pleasant Valley. BOY, RATCHFORD A., Minooka-BREHERY, Mrs. PATRICK, Pleasant Valley. BURKE, HARRY, Bellevue. CALLAHAN, Mrs., Hyde Park. CANNON, MARY ANN, Hyde Park. COLEMAN, JOHN M., and two sons, Scranton. CONABOY, JOHN, Minooka. CONNER, MARY, Hyde Park. CURRAN, PATRICK, Pleasant Valley. CUSICK, Mr., Old Forge. DOLAN, PATRICK, Providence. DOLAN, "MIKE," Providence. DORAN, ABRAHAM, Pleasant Valley. DORAN, LEWIS, Pleasant Valley. DORAN, PATRICK, Pleasant Valley. DURKIN, MARY ANN (or ELLEN), Scranton-EARLY, WILLIAM, Pleasant Valley. FARRELL, Mrs. PATRICK, Pleasant Valley. FEATHERSTON, LIZZIE, Pleasant Valley. GIBBONS, AUSTIN, Pleasant Valley. GIBSON, M., Hyde Park. HANNON, RICHARD, Mincoka. HANNON, Mrs. RICHARD, Minooka. HART, ANNIE, Hyde Park. JACKSON, FRANK, Pleasant Valley. JACKSON, HARRY, Pleasant Valley. KELLEY, —— (secretary), Pleasant Valley. KELLEY, WILLIAM, Pleasant Valley. KENNEDY, KATE, Hyde Park. KILKULLIN, OWEN, Scranton. LOFTUS, ANNIE, Olyphant. Mcandrews, Mrs., Pleasant Valley. Mcandrews, John, Pleasant Valley. McANDREWS, THOMAS, Pleasant Valley. McKEEHAN, JOHN, Pleasant Valley.
MEEHAN, BERNARD, Pleasant Valley MEEHAN, MAGGIE, Pleasant Valley, MELVIN, Mrs., Hyde Park. MOFFITT, MICHAEL, Bellevue. MOORE, THOMAS, Bellevue. MULHERRIN, F., Minocka MULLIGAN, ANTHONY, Olyphant. NOON, WILLIE, Hyde Park. O'BRIEN, BENJAMIN, Pleasant Valley. POWELL, RICHARD, Hyde Park. QUINLON, KATE, Scranton. OUINLON, NORA, Scranton. REDDY, THOMAS, Pleasant Valley. REILLY, ALIE, Bellevue. ROANE, MINTE, Dadgetown. ROGAN, JOHN, Win TYRELL, "MIKE," Dodgetown. WALSH, PATRICK, Pleasant Valley. WELSH, JOHN, Miner's Mills.

WHALEN, MICHAEL, Pleasant Valley. WHEELAND, MICHAEL, Pleasant Valley. The list of the injured, as far as can be ascertained, is as follows:

LIST OF THE INJURED. CANE, JOHN, Dodgetown. CAVANAUGH, PETER. Providence, age twentyeven; injured kace. CLARK, THOMAS, Old Forge; fractured thigh and

CLOHERTY, WILLIAM, Dodgetown CONNOR, WALTER, CONNOR, WHLLIAM, Dodgetown.

COOK, HARRY, engineer.
CURRY, SUSAN, Hyde Park, age nineteen; burned about the face and arms.
DUHIGG, "TIM", Dodgetown.
HANNON, JAMES, Old Forge.
JENNINGS, JAMES, Minooka, age eighteen; sprained

KENNEDY, KATE, Hyde Park, age eighteen; burned

about face, hands and arms; will die. KLINE, PETER, Providence, age fifteen; face and

LYNCH, JOHN, Providence, age twenty-two; burned arms, shoulder and back,
McANDREW, JOHN, Olyphant.
McCROWE, JOHN, Providence: burned face and leg

McGUNE, Pleasant Valley, age thirty-nine; burned arms and shoulders. McGOWAN, ANDREW, Providence, ago twenty-six; ompound fracture of leg.
McLAUGHLIN, Taylorville.

MALONEY, WILLIAM. --MURRAY, P., Taylorville. O'HARA, ANTHONY, Bellevue.

PENDOSKY, IGNAT.
POLE, JOHN, brakeman; lett leg injured.
RAGEN, JOHN, Providence; lacerated wound of wrist.
STAPLES, JOSEPH, Pleasant Valley. WALSH, MARTIN, Olyphant.

WELSH, JOHN, Pleasant Valley, age twenty; com-pound fracture of log; amputation necessary. WELSH, MICHAEL, Minocka, age twenty; burned about the face and hands.
WELSH, MICHAEL, Pleasant Valley, age seventeen;

Twenty-one of the victims are from Pleasant Valley, a town of 5,000 inhabitants. A public funeral will be held on Saturday. The whole town is in mourning. The dead will be taken to their homes to-night. Two carloads of coffins were taken from Wilkesbarre to Mud Run this AT THE SCENE OF THE ACCIDENT.

A visit to the scene of the wreck this morning showed an awful sight. The ground where the accident took place was covered with pools of blood. The dead were laid out on shelves in a tool-house. Some of them were mangled in such a horrible manner as to be almost unrecognizable. Miss Fentherston, who died in the greatest agony after the trainmen spent three hours in trying to dig her out of the wreck, was removed to her home at an early hour. Her legs were mashed into a jelly, and in cutting the ruins away one of the workmen cut a portion of the

William Kelly, of Pleasant Valley, had his head cut off by being jammed between two seats. The two Jackson boys were almost cut in two. Mulherrin had his arms and legs cut off and nothing remained but the trunk of the body. Dr. Turner said he had been on many a battlefield in the late war, but never witnessed such a sight as he did last night.

The railroad company had thirty physicians on the ground at 3 o'clock this morning. The company is being criticised severely for its refusal to ren a special train containing ten priests to the scene of the accident last night. There was only one priest present, Father Milley, and he could not attend to all the dying. The railroad com-

KILLED ON THEIR HOLIDAY. pany say that had they run a train, a thousand A WINNING TICKET NAMED. cople would have wanted to go, and had they

been refused a riot might have followed. Engineer Cooke, whose engine ran into the train ahead of him, was interviewed to-night. He says there were no danger signals displayed and that he did not see the train until he was on

PRECAUTIONS OF THE RAILROAD COMPANY. It is quite obvious, as will be seen by the following special rules issued yesterday and put up on the bulletins and placed in the hands of all engineers and conquetors, that the Lehigh Valley Company took every precaution to insure against accident. The following are the orders issued and in possession of all to whom addressed yes

Superintendent's Office, Wilkesbarre, Oct. 10, 1888.
Conductors and engineers of trains 3, 6, 12, 75, special passenger trains, helping engineers and operators:

special passenger trains, helping engineers and operators:
You will observe the following instructions this day: If more than one section are run on the time of either of the above trains, they will keep ten minutes apart. Operators at telegraph effices will regulate the time. Should you be held for time by any operator, you will pull your train by his signal until your last car has passed the length of two rails, and wait until your time is up. Protect your rear. East-bound trains need keep only five minutes apart between Wilkesbarre and Summit Switch. All trains will approach telegraph offices under full control. Helping engines to cast-bound trains will pull to Summit Switch and back in on west-bound track.
(Signed)

The coroner of Carbon County, Dr. J. A. Horn,

(Signed)

A. MITCHELL, Superintendent.

The coroner of Carbon County, Dr. J. A. Horn, arrived at the scene of the accident about & a. m. He had selected the following citizens of Mauch Chunk as a jury: William R. Batler, John L. Steadman, P. F. Murray, Dr. J. A. Mayer, R. Q. Butler, and A. H. Tobias. They immediately viewed the dead and proceeded to take the testimony of some of the train-hands belonging to the two sections, among them Charles Terry, conductor of the fifth section, and Hugh Galloway, fireman of Engine 452 on the sixth section, which struck the fifth, and the station agent.

MUD RUN'S GHASTLY HORROR. EXTRICATING THE DEAD AND RESCUING

THE WOUNDED. HEARTRENDING SIGHTS ON THE FIELD OF DISASTER-ALIENATING THE SUFFERINGS

OF THE VICTIMS-ENGINEER COOK CHARGED WITH THE CALAMITY. 1BT TELEGRAPH TO THE TRIBUNE.]

White Haven, Penn., Oct. 11.-Before noon to-day the wrecking train had removed the last splinters of the ruins of last night's disaster, and there is nothing to show that there had been a fearful wreck. From Drs. A. C. Snyder, Samuel W. Trimmer, William Brader, M. S. Marstellar and John M. Taylor and others who went from here to aid the wounded immediately after the accident, the following details have been gained:

The engine that was drawing the wrecked train was dispatched as soon as possible after the crash to bring aid from this point. Mud Run is about five miles below and the relief party arrived there at 9:20, nearly an hour and a half after the collision. They took with them bandages, lint and such medicines as were thought necessary. Before their arrival, the scene, as described by an eye-witness, was appalling beyond description. No cool organized effort could be made to extricate the wounded or to soothe the dying. Trainmen and passengers alike rushed hither and thither in frantic excitement, and the dismal calls of the suffering and terrified passengers were mingled with the hissing steam from the disabled engine and the shrill whistle that blew a continuous and mournful blast as long as any steam remained.

The deadly work that had been done presented a terrible spectacle when the relief party reached the spot. The rear car of the halting troin had been driven through the preceding one so that they seemed but one car, and the front engine of the two locomotives which drew the oncoming train had ploughed its way twelve or fifteen feet into the wreck.

Huge bonfires had been lighted near the wreck, and the victims were seen crushed in a compact mass in front of and above the engine. Some were sitting in life-like attitudes, with eyes open hands extended and eyes bulging from their sockets and tongues protruding, seemed to have caught the horror of the impending doom.

It was some time before anything could be done to restore order. As soon as an attempt was made to haul the engine out of the wreck, several halfcrazed men armed themselves with coupling-pins and links and swore that they would brain the first man who attempted to move any portion of the wreck. They were finally persuaded to let the work go on, and arrangements were made at once to send the passengers who remained unhurt to their destination, as it was practically out of the question to do anything with them on the ground. They were finally started for the north at 2 a. m., and by 4 o'clock fifty-seven bodies were taken from the wreck.

Before the passengers started, however, they had taken in charge many of their friends who were injured, to prevent their being taken to hospitals, and many of these were too scriously hurt, the doctors say, to endure the journey in the ordinary way. Many of them will no doubt die, and there are reports that several have already succumbed.

DEADLY WORK OF GAS AND STEAM.

The killed and those most seriously hurt were in the two cars which "telescoped." In crashing through the cars the smoke-stack and dome of the huge locomotives were carried away, giving vent to a great volume of gas and steam, by which

membering in her terror that her children were in the car, she hurried on board, and they all perished together. A young woman, who was wedged in between several dead bodies, some of which had to be dismembered before she could be got out, seemed perfectly cool will reach down far in the future. she could be got out, seemed perfectly cool when she was extricated and told the doctors to see to the others as she was all right. She looked on patiently for a time, but she soon began to sink and died about two hours later.

MINISTERING TO THE WOUNDED.

The doctors turned the forward cars of the wrecked sections into hospitals, and while they were ministering to the wounded ambulance cars were ordered from Wilkesbarre and Mauch Chunk. One company was taken to the former point by Doctor Trimmer and a party to St. Luke's Hospital at Bethlehem. It was impossible to tell how many were hurt. The doctors and their assistants worked all night, and by the early dawn this morning the all night, and by the early dawn this morning the railroad company had wreckers clearing away the ruins. Only one truck had left the track so that the road was not blocked. The demolished locomotive was taken to the Wilkesbarre shops and the wrecked cars shauted upon an old side-track, where they are concealed by heavy foliage.

This morning the railroad company made arrangements to have the dead prepared for burial and observed in actions here.

rangements to have the dead prepared for burial and placed in coffins here. A large order for coffins was sent to Hazleton, the town at which the passengers held their festivities, but before the order could be filled a number of priests had arrived here and forbade the company to carry out its plan. They preferred that the bodies should be sent to their homes just as they were so that the people might realize something of the real horrer of the calamity. The bodies were then hurried away, and there are scores of home in mourning to-night in the towns and yillages from which men and women, boys and girls, had come so recently for a merry holiday.

holiday.

The railroad men at every point refuse to talk

The railroad men at every point refuse to talk about the accident even now. But they are all greatly saddened by it, and say they cannot recover from the shock.

THE BLAME FALLS NOW ON ENGINEER COOK. Cook, the engineer of the section that caused It is firmly believed that he was either asleep Centinued on Second Page.

CITY REPUBLICANS CHOOSE STRONG CANDL

DATES. FOR MAYOR, COLONEL JOEL B. ERHARDT: FOR

SHERIFF, JOHN W. JACOBUS: FOR COUNTY CLERK, HENRY C. PERLEY; FOR PRESI-DENT OF THE BOARD OF ALDER-MEN, JOHN T. VAN RENSSE LAER; FOR CORONERS, JOHN R. NUGENT, FERDINAND

IAM WAINMAN. There may have been more noisy Republican County Conventions held in this city than the ne of last evening, but there has never been one that felt more confident of victory or one that so bubbled over with good nature. It was emphatically a jolly convention. The name of every candidate was greeted with cheers, and all were

EIDMAN AND WILL

nominated by acclamation. The following is the tickets

Mayor—Joel B. Erhardt.
Sheriff—John W. Jacobus.
County Cierk—Henry C. Perley.
President of the Board of Aldermen—James T. Vas
Rensseiger. Coroners—John R. Nugent, Ferdinand Eldman and William Walnman.

The convention was emphatically a representative one. All the leaders were there. Every shade of Republican opinion had its representa Prominent among those present were Edward Mitchell, Elihu Root, A. R. Whitney, General Joseph C. Jackson, John D. Lawson, ex-Judge Ernest Hall, James M. Varnum, Charles W. Tainter, Leonard Hazletine, Joseph Pool, James P. Foster, John Reisenweber, W. H. Bellamy, John E. Brodsky, George B. Deane, jr., John Simpson, Henry C. Botty, Jacob M. Patterson, Dwight Lawrence, General Henry A. Barnum, Frank Raymond, S. H. Randall, Charles G. Cronin, Clarence W. Meade, William Wade, John G. Windolph, Henry C. Backus, Jacob Hess, Solon B. Smith, Colonel Joel W. Mason, Donald

McLean and William H. Waterhouse.

The hall of the Grand Opera House was filled to overflowing. John D. Lawson moved that Edward Mitchell be made chairman. Secretary Bellamy put the motion and it was carried by acclamation. Mr. Lawson and Joseph Pool were appointed a committee to conduct Mr. Mitchell to the chair. When the applause had ceased, Mr. Mitchell said:

It is not necessary for me to remind any one within the sound of my voice of the disgraceful condition of the affairs of this city. You are all familiar with it. It need not tell you here, nor the clitrens and the taxpay-ers, that the two factions of the Democratic party have held the power in this city for the last thirty-one years. I need not read to you the circular which has been i lenguncing Tammany Hall's practices. I need not tell you that these two factions were never in favor of a united ticket when there was danger that, if divided, they would be defeated. I need not tell you how this community was shocked when the arrangement was made to divide between these two organizations the city offices. I need not tell you about our chief magistrate that he was so sheeked with those who supported him in 1886 that he would not, under any circumstances, accept any nomina-tion from Tammany Hall. You are familiar with all these things, and if the citizens and taxpayers of the city of New-York are ready to continue the extravagant expendi-tures of their money, as is indicated by the great taxation with which the city is burdened, then they will elect more Democrats for those offices. Recollect that the taxation of this city to-day is something enormous, and I am not out of the way when I say that a great deal of the money goes into the city treasury for the purpose of being ex-travagants; expended by Democratic officials. I believe that the wisdom of this convention will select as candi-dates for place before the people of the city of New-York, to be voted for at the coming election, men whose records will be a guarantee that the public will be honesity, capably and faithfully served; and if the Republicans do their duty at the polls and vote for these candidates

brough and through they will be elected. (Applause) Frank Raymond moved that William II. Bellamy and J. Thomas Stearns be made the secretaries of the convention. This was carried unanimously.

The roll of delegates was then called, and with a few substitutions the delegations were complete, MR. ROOT'S SPEECH NOMINATING COL. ERHARDT

When the chairman announced that nominations for Mayor were in order, Elihu Root went to the platform, and spoke as follows:

I have been directed by the members of the conferences omposed of a representative of each Assembly District in this city, after deliberation, investigation and consideration extending through several days, to present to this conven-tion as their unanimous recommendation for the candidacy of the Mayoralty the name of Joel B. Erhardt. (Apthat, thank Heaven, this year is not only a title of respect but an omen of success. He has always been a Republican. He was born on Manhattan Island, and during all his life he has been identified with the interests of this great city. I say he has always been a Republican, for in the first vigor of his manhood, in 1861, he enlisted as a private in a New-York regiment and went to the front, and through the hottest conflicts of the Civil War he rode at the head of his troop of cavalry and never turned his back on the enemy, and during the Draft Riots, as provest marshal, he was a tower of strength for the cause of law and order in this city. He is no ordinary man. His qualities are not weak. He is no untried man, he is no unknown man to the citizens of New-York. Many years ago, when United States District-Attorney, he was an efficient and untiring prosecutor, and as a Police Commissioner his name was a synonym for the faithful discharge of his duty. miration of all who also fortunes were within his grasp, not a thought of seizing them entered his mind. He is a man vigorously positive, determined, honest, generous and able. Not a stain has determined, honest, generous and able. Not a stain has been east on his name. Not a man can say a word against him to impeach his qualifications for the Mayoralty

of New-York.

If you all believe as I believe, he can be elected. went to a great volume of gas and steam, by which
most of the victims are believed to have perished.
Many pitiful episodes were witnessed. A woman,
who with her two small boys had a seat in the
rear ear of the ill-fated train, was standing on
the platform when the other train approached
immed off to escape. Then, suddenly refield would entertain that thought for a moment. No man who believes in the party that has made this country what it is to-day would think of voting for the arch

. CHOSEN BY ACCLAMATION.

Charles G. Cronin seconded the nomination, and it was made by acclamation amid a tumult of cheers. As these were dying away, a voice demanded: "What is the matter with Erhardt?" With one voice the convention shouted: "He's all right." There was a volley of laughter and three more cheers were given for the candidate for Mayor.

JOHN W. JACOBUS FOR SHERIFF.

Civil Justice George B. Deane then nominated John W. Jacobus for Sheriff. He said:

On behalf of the delegation from the IXth District, I desire to name for Sheriff an estimable eithern and hard working Republican. If he is elected, he will perform the duties of the office in such a way as to do credit to the Republican party and those who elected him. I nominate John W. Jacobus. Henry Clinton Backus seconded the nomina-

tion in a few well-chosen words. A. R. Whitney moved that the nomination be made by acelamation, and this was done with another round of cheers. By this time the convention had worked itself

up to a pitch of jollity that nothing could withstand. There could not have been a better feeling had the meeting been one to celebrate a victory, justead of placing a ticket in the field. CHEERS FOR GENERAL BARNUM.

When the chairman announced that nomina tions for County Clerk were in order, and General Barnum arose, he was greeted with a round of cheers. He made one of the telling speeches of the evening. He paid a tribute to the candidates on the National and State tickets, and the wreck, is generally believed to be in fault. then said he wished to place in nomination a

man who proved his manhood when the country needed men. He was recounting the fact that